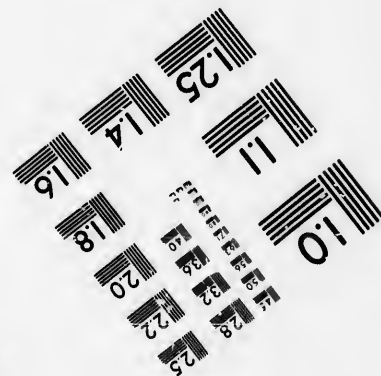
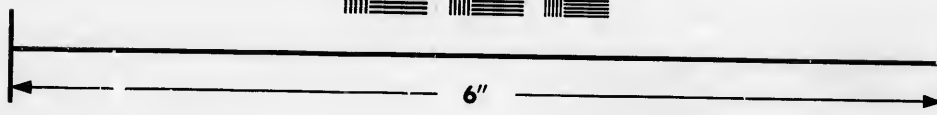
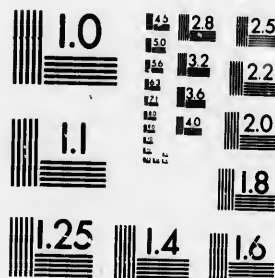


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

73 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1986

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured covers/
Couverture de couleur
- ☐ Covers damaged/
Couverture endommagée
- ☐ Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/
Le titre de couverture manque
- ☐ Coloured maps/
Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- ☐ Bound with other material/
Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- ☐ Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

- ☐ Coloured pages/
Pages de couleur
- ☐ Pages damaged/
Pages endommagées
- ☐ Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- ☐ Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- ☐ Pages detached/
Pages détachées
- ☐ Showthrough/
Transparence
- ☐ Quality of print varies/
Qualité inégale de l'impression
- ☐ Includes supplementary material/
Comprend du matériel supplémentaire
- ☐ Only edition available/
Seule édition disponible
- ☐ Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

☒ Additional comments:
Commentaires supplémentaires:

This copy is a photoreproduction.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

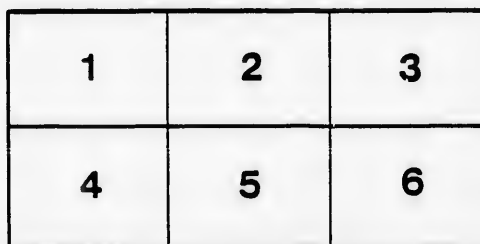
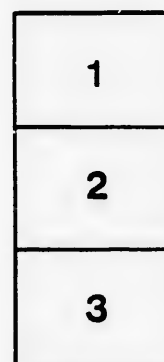
D. B. Weldon Library
University of Western Ontario
(Regional History Room)

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche sheet contains the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

D. B. Weldon Library
University of Western Ontario
(Regional History Room)

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

errata
to

pelure,
on à

To the Honourable the Legislative Assembly of Canada, in Provincial Parliament assembled :

The Petition of the undersigned Rate-payers of the Municipality of the City of Hamilton,

HUMBLY SHEWETH,—

That by the Resolutions adopted by the Railway Committee of your Honorable House, in 1849, the principle of "one Grand Trunk Line" from the Eastern to the Western extremities of the Province, with requisite subsidiary Branches, was recognised as the "Railway system of the Province."

That of this system it was provided by the Act 14 and 15 Victoria, Cap. 73, Sections 4 ^{and} 16, that the proposed Great Western Railway, from Burlington Bay to the Detroit River, should form the portion or continuation West from Lake Ontario.

That, under this belief, the citizens of Hamilton entered heartily into the efforts which resulted in its construction, and were the first in the Province successfully to take up and introduce Railway enterprise.

That in subsequent legislation this principle was deviated from by the granting of Charters for parallel and competing Lines, and every inducement was given to Municipalities to enter into their construction.

That whilst the effect of the construction of competing Lines was felt directly on the traffic of these Lines, the diversion of Trade from Towns and Markets already established operated most injuriously on the enterprises then in progress, and the business already in existence, and to which the Province was in a great measure indebted for its prosperous condition.

That in endeavouring to counteract this prejudicial effect, and to retain the Trade and Commerce which had found a centre or outlet at the head waters of Lake Ontario, this Municipality, with others similarly situated, was compelled to engage in the construction of further lines, as connecting links, and this at a time when, through the general inflation of prices all over the continent, the cost of these undertakings was much enhanced.

That the City of Hamilton received no assistance from the Municipal Loan Fund Act, but issued its own Debentures, in furtherance of such enterprises, to a large amount, as well as for local improvements of a very extensive nature.

That whilst the construction of the Grand Trunk Line Westward from Lake Ontario created a competition destructive of the investment of this City in the Line, till then supposed to be a part of the General Provincial scheme, the city of Hamilton, and other Municipalities along the Line, have had to bear their share of the Provincial burden created by that Grand Trunk Line, thus being compelled to assist in making good the losses sustained by a competition of the most injurious character.

That the Municipalities which have not borrowed from the Municipal Loan Fund for the furtherance of their enterprises, have now to bear their share of the burden which that fund has created, and which is now virtually assumed by the Province.

Your Petitioners are therefore constrained, most reluctantly, to bring under the consideration of your Honorable House the injurious effect which the large indebtedness incurred by Municipalities for Railway enterprises has upon the best interests of the country.

That inasmuch as a continuance of the evils which your Petitioners deplore must most seriously affect the revenue of the Province, your Petitioners would impress on your Honorable House the expediency and equity of enacting a measure of relief in the emergency, believing that a proceeding of that nature will have the effect of infusing a degree of life and energy into public and private enterprise which would soon be felt throughout the country, and amply reimburse the Provincial Treasury in the improvement of the revenue.

Your Petitioners, therefore, pray your Honorable House to pass, as early as possible, an effectual measure of relief in relation to the present indebtedness of the City of Hamilton, and of such other Municipalities as have not been already assisted by the Municipal Loan Fund, and thus also aid in bringing to completion the enterprises remaining in an unfinished state, that the country may reap the benefit of the expenditure already incurred.

And your Petitioners will ever pray.

1860

HAMILTON, 14th March, 1860.

SIR,—

I am requested by an influential Committee of the Inhabitants of this City, to transmit, for the information of the Ratepayers of your Municipality, the accompanying Petition, and to respectfully invite their co-operation, (by Petition to the Legislature) should they desire relief in their Debt for Railway purposes.

You will observe, that the Petition, while stating its own grievance, refers to, and prays relief to all of the Municipalities interested.

I have also to intimate, that it is most desirable, that Petitions should be transmitted to Quebec with the least possible delay.

I have the honor to be,

Sir,

Your most obed't serv't,

J. S. Gilkison

To

The Warden

County of Elgin

